UNTRY. <u>Folish-occur</u>		REPORT25X1
PIC Survey of Air	Tields	
	25X1	25X1
ALUATION	PLACE OBT	
ATE OF CONTEN	Enda, Pali impacon har re	1) Karamban 1051
ATE OBTAINED	D	DATE PREPARED 14 November 1951
EFERENCES		25X1
AGES 2 EN	CLOSURES (NO. & TYPE)	
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	admicrossical relation control of the second	CHICAGO AND
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Airfield	Date of Observation	Observation and Evaluation
Stettin-	1945 to !'arch 1951	The approach road to the airfield leads
Altdamm (O 54/Q 55)		via Finkenwalde (0 54/0 55) because the former Altdammer Strasse was blocked to
25X1		all traffic. Field was taken over and repaired by Po <u>lish Lo</u> t Airlines in
		1946/1947。(1)
Streebielino (P 55/Y 05)	1945 to September 1950	Airfield was immediately south of Straebielino, north of Lauenburg (T 55/11
25X1		40) - Neustadt (P 55/Y 25) road. It was about 2 km in F-W direction and about
20/(1		1 km in N-S direction. Two hangars 70 to 80 reters long with corrugated sheet
25X1		metal roofs were at the edge @ wooded area in southwestern section of field.
		Four low wooden buildings, each about
25X1		20 meters long, were in the wooded area behind the hangars.
25X1	•	One or two
		biplanes were occasionally observed fly- ing over area of field. (2)
Starpard-	19l ₁ 8 to	Kluetzow airfield, south of Stargard,
Yluetzow (O 54/Q 84)	September 1950	was destroyed during the last war. It was repaired by Corman laborers and
25X1		occupied by Soviet Air Force troops.
25V1		single-engine lighters continually liew
25X1		over area of Arnswalde (O 54/R 13).
25X1		The aircraft came from the direction of
	_	Kluetzow and returned in the same direction (3)
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	25X1		25X1	
	Lauenburg (T 55/H 40)	1945 to September 1950	Airfield, about 1,500 meters from east to west and 800 to 1,000 meters from north to south, was about 2 km east of Lauenburg and south of road to	
	25X1			
	25X1		Neustadt (P 55/Y 25). No runway, taxi- way, hangar, or billeting facilities were observed. Field was not occupied. (h)	
(1)	Comments The statements		field are not clear. It is believed, however,	
_,	that the field	is used by commercial	planes only.	
(2)	First report on Streebielino airfield, For pin-point location It is known that the field was provided with a runway prior to 1965. It is			
(3)				
(4)	Delleved credi	ble that the field was.	reconditioned and occupied by a Sowiet wast	
(4)	sketch	that the airfield is b	eing used as a training field. For location	

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